

## OFFICER REPORT FOR COMMITTEE

DATE: 26/05/2021

**P/19/1040/OA  
WEST STREET HOMES LTD**

**PORTCHESTER EAST  
AGENT: H R P ARCHITECTS LTD**

DEVELOPMENT COMPRISING AN ADDITIONAL 1 AND 2 STOREYS ON THE EXISTING BUILDING TO PROVIDE 26 APARTMENTS (10 ONE-BED AND 16 TWO-BED) (CLASS C3) WITH ASSOCIATED CYCLE AND REFUSE STORAGE FACILITIES PLUS FOUR ADDITIONAL PARKING SPACES

1 – 33 WEST STREET, PORTCHESTER, FAREHAM, PO16 9XB

### ***Report By***

Peter Kneen – direct dial 01329 824363

### ***1.0 Introduction***

1.1 The application has been called onto the Planning Committee agenda by Councillor Price, due to the scale and implications of the development, which he considers should be debated in a public forum.

### ***2.0 Site Description***

- 2.1 The application site is located within the existing defined urban area of Portchester, and within the defined Portchester District Centre. The site lies on the northern side of the pedestrian precinct and presently forms a ribbon of existing 1960s commercial and residential development set over two floors, with shops at ground level and flats above. To the immediate north of the site lies a private car park (owned by the West Street Management Company) with the A27 wrapping around the northern perimeter of the District Centre. The A27 on the northern side of the District Centre is four lanes wide. To the north of the A27 is a development of bungalows served by The Leaway.
- 2.2 To the south of the site lies a further ribbon of mixed commercial and residential properties with the main Fareham Borough Council car park to the south beyond.
- 2.3 The existing flats below the application site are accessed via a communal staircase located to the northwest end of the terrace, with each of the flats accessed via individual external doors from a communal flat roof terrace to the rear of the block. The site is situated within the Environment Agency Flood Zones 2 and 3, which are areas at risk of tidal flooding.

### **3.0 Description of Proposal**

- 3.1 The application seeks planning permission for the construction of an additional 2 storeys above the existing flats fronting West Street and a single storey addition over the rear part of the building which projects northwards into the car park. The scheme will provide 26 additional flats, and result in the overall building increasing in height from 6.5 metres to 12.1 metres.
- 3.2 The flats would be accessed via three new staircases, two from the existing flat roof terrace at first floor and the third directly from the car park. The additional single storey to the rear of the building will be connected to the front element of the building by a floating passageway at second floor level between the front and rear parts of the building. Separate secure bin and cycle stores would also be provided from the car park, following the removal of the existing bin store and redundant stairwell.
- 3.3 The application is submitted in outline with access, appearance, layout and scale being considered. The only outstanding matter, landscaping, would be considered under a separate reserved matters application.

### **4.0 Policies**

- 4.1 The following policies apply to this application:

#### **Adopted Fareham Borough Core Strategy**

- CS2 – Housing Provision
- CS3 – Vitality and Viability of Centres
- CS4 – Green Infrastructure, Biodiversity and Geological Conservation
- CS5 – Transport Strategy and Infrastructure
- CS6 – The Development Strategy
- CS11 – Development in Portchester, Stubbington & Hill Head and Titchfield
- CS17 – High Quality Design
- CS18 – Provision of Affordable Housing

#### **Adopted Development Sites and Policies**

- DSP1 – Sustainable Development
- DSP2 – Environmental Impact
- DSP3 – Impact on Living Conditions
- DSP13 – Nature Conservation
- DSP15 – Recreational Disturbance on the Solent Special Protection Areas
- DSP34 – Development in District Centres, Local Centres and Local Parades

#### **Other Documents:**

- Fareham Borough Design Guidance: Supplementary Planning Document (excluding Welborne) December 2015
- Residential Car Parking Standards 2009
- National Planning Policy Framework 2019
- Planning Practice Guidance

## **5.0 Relevant Planning History**

5.1 The following planning history is relevant:

<b>P/07/0042/FP</b>	Erection of second floor comprising 16no. flats over existing ground floor shops and first floor flats
<b>APPROVED</b>	03/04/2007
<b>P/15/1060/FP</b>	Five x 2-bed apartments and four x 1-bed apartments created by constructing an additional floor to the front of the property and two additional storeys to the rear of the property
<b>REFUSED</b>	17/11/2016
<b>APPEAL</b>	15/05/2017
<b>DISMISSED</b>	

## **6.0 Representations**

6.1 Two third party letters of representation have been received regarding this application. One letter of support from the Portchester Civic Society, and one objection from a resident living in The Leaway. The concerns raised relate to the following issues:

- increased height and bulk and its overpowering impact on the precinct;
- impact on car parking provision in the centre;
- prospect of electronic communications antenna leading to an intrusion in the skyline; and,
- increased pressure on local services.

## **7.0 Consultations**

EXTERNAL

### **Environment Agency**

7.1 No objection, subject to condition ensuring compliance with the submitted Flood Risk Assessment.

### **HCC Children's Services**

7.2 No objection. No requirement for a contribution due to size of flats.

### **HCC Highways**

7.3 No objection, subject to condition.

### **Natural England**

7.4 No objection to the Council's Appropriate Assessment.

## INTERNAL

### **Affordable Housing Strategic Lead**

- 7.5 Following a review of the independent viability report, no objection to the lack of affordable housing provision.

### **Environmental Health (Noise and Pollution)**

- 7.6 No objection.

### **Recycling Co-ordinator**

- 7.7 Concerns raised regarding initial bin store. The bin store was subsequently amended based on the comments raised.

### **Urban Designer**

- 7.8 The current proposal represents a significant improvement on earlier schemes, and subject to some minor amendments and approval of materials, is considered to be a good scheme.

## **8.0 *Planning Considerations***

- 8.1 The following matters represent the key material planning considerations which need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) Principle of the development;
- b) Design and effect on the character of the area;
- c) Living conditions of occupiers;
- d) Car Parking;
- e) Ecology and impact on Protected Sites;
- f) Other matters.

### **a) Principle of the development**

- 8.2 The site is located within the defined urban area of Portchester and is therefore considered to be a highly sustainable location for the provision of additional residential accommodation. The site is immediately adjacent to local services and facilities, together with regular bus services along the A27 and through Portchester. The site is also within easy walking distance of Portchester Railway Station, linking Portchester to Portsmouth and London to the east, and Fareham and Southampton to the west. Further residential development in the District Centre is therefore considered acceptable, subject to the consideration of other material considerations.

**b) Design and effect on the character of the area**

- 8.3 Policy CS17 (High Quality Design) seeks to ensure that new development is designed to respond positively to and be respectful of the key characteristics of the area, including heritage assets, landscape, scale, form, spaciousness and use of materials.
- 8.4 Planning permission was granted in 2007 (our planning reference: P/07/0042/FP) for the provision of 16 flats at second floor level above all the existing flats fronting West Street. This planning permission remains extant having been partially implemented with the provision of the bin store and a staircase within the car park area. The current application would essentially override this planning permission.
- 8.5 The design of the scheme has evolved since that dismissed on appeal in 2017. That scheme, which sought to construct nine flats above 21 West Street only, was dismissed due to the incongruous addition the two storeys would have represented in isolation.
- 8.6 The current scheme now proposes an additional two storeys of residential development above the shop units facing the pedestrianised area. The accommodation within the top storey is contained entirely within the roofspace. A single additional storey is proposed above the existing single storey building which extends northwards from the shop units towards the A27.
- 8.7 By way of a comparison, the existing building facing the pedestrianised area measures in the order of 6.6 metres in height. The height of the additional storey permitted in 2007 increased the height of the existing building from 6.6 metres to 11 metres for the majority of the building. The permitted roof design included some localised further increases in heights along its length, up to a maximum of 12 metres. The current application would see the main ridgeline increase to 12.1 metres in height, with a central feature measuring 13.2 metres in height.
- 8.8 The marginal overall increase in the height of the ridgeline of one metre above the permitted scheme, in the main commercial centre for Portchester, is not considered to be problematic and would not be harmful to the area. Further, the recently permitted development to the immediate north of the site at the former Merjen Engineering site would see development over 2 and 2.5 storeys and has a maximum ridge height of around 11.5 metres.
- 8.9 It is therefore considered that the increased height of the structure will not be significantly greater than the extant permission and will be characteristic of a commercial centre and other developments in the locality.

- 8.10 The design approach, with the use of the mansard, metal seamed roof is characteristic of other developments in the District Centre.
- 8.11 Furthermore, the scheme includes a metal effect seamed roof and facing bricks to match those on the existing building. Additionally, the elevated walkway on the northern elevation will comprise vertical larch-board timber cladding and louvres, which will add an element of interest and variation to the northern, car park facing elevation. The materials would be subject to a condition requiring samples to be provided to ensure a high-quality finish. Overall, the use of materials is considered to be sympathetic to the wider District Centre and would enhance the visual appearance of the dated structure, which since the removal of the perimeter wall of the car park makes the existing building more prominent.
- 8.12 The proposal is considered to represent a high-quality design and accords with the overarching principles of policy CS17.

**c) Living conditions of occupiers**

- 8.13 The application proposes the construction of additional flats above an existing row of flats at first floor level on the northern side of West Street. No third party comments have been received from the existing occupiers of the flats, and only one third party comment has been received from a resident in The Leaway, to the north of the A27 (their comments do not relate to any impact on their living conditions).
- 8.14 The proposed flats at first and second floor level at the northern end of the scheme would be situated over 60 metres from the rear elevation of the properties on The Leaway, and 40 metres from their residential curtilage. This far exceeds the minimum 22 metres level of separation sought in the Council's adopted Design Guidance.
- 8.15 The flats on the front elevation (facing West Street) would be situated between 18 metres and 20 metres from the front elevation of the properties on the southern side of West Street. Whilst this is less than the minimum level of separation sought, it is an existing situation between the occupiers of the first floor flats, and given the District Centre location, is considered to represent an acceptable level of separation.
- 8.16 The proposed development is therefore considered to not result in an unacceptable adverse impact on the living conditions of neighbouring occupiers, in accordance with policy DSP3.

- 8.17 In respect of the provision of outdoor space for new flatted developments, the Council's adopted Design Guidance (Excluding Welborne) SPD states:

*'New flats should have access to adequately sized and good quality outdoor space. There may be exceptional circumstances, such as the conversion of existing non—residential buildings in local or town centre locations, where the provision of outdoor space is not possible'.*

- 8.18 The Guidance continues to state that:

*'In the town centre and other centres around the Borough more innovative ways of providing quality outdoor space might be required. For example, courtyards, roof terraces and balconies may be acceptable alternatives to gardens'.*

- 8.19 Due to the District Centre location, and the provision of new residential units on top of an existing structure it is not possible for the flats to be provided with substantial areas of private outdoor amenity space. The existing residents do not themselves have access to private amenity space. However, the future residents would have access to the communal first floor roof space, and Portchester as a whole has good access to public areas of open space and other areas of public amenity. Four of the proposed flats will benefit from small balconies (6.5 sqm each approximately) on the front (south) elevation fronting West Street.

- 8.20 Officers consider that this proposal represents one of the 'exceptional circumstances' envisaged by the Design Guidance SPD, and in this instance fact that the development does not includes private amenity space for the individual flats is acceptable.

- 8.21 The development proposal has been assessed against the Nationally Described Space Standards. The Nationally Described Space Standards set out nationally acceptable minimum standards for property sizes based on the number of bedrooms and intended number of occupants, and further minimum standards for single and double bedroom sizes. The scheme is fully compliant with the standards sought in the Space Standards.

#### **d) Car Parking**

- 8.22 The site is located in the Portchester District Centre, in close proximity to a wide range of local services and facilities, including shops, schools and community facilities, including a health centre. The District Centre is well served by public transport, with regular bus services along the A27 and through Portchester, and the site is within easy walking distance to Portchester Railway Station. Government advice highlights the importance of

providing new residential development in the most sustainable locations, where the provision of non-car modes of transport should be promoted.

- 8.23 The site benefits from direct access to a privately owned car park, where spaces are available to residents, shop owners and staff and their customers. Availability of spaces varies at different times of the day and week, and no spaces are reserved specifically for residents. This car park would be enlarged marginally through the provision of four additional car parking spaces. Accommodating parking for a range of different users in this communal manner ensures the best use of parking spaces.
- 8.24 The extant planning permission for 16 flats (P/07/0042/FP) did not propose to provide additional car parking spaces, and the planning application refused under planning application P/15/1060/FP, would have generated a net additional increase in 7 flats. Whilst P/15/1060/FP was refused and dismissed on appeal, the scheme was not refused on car parking issues, and the matter was not raised by the Planning Appeal Inspector.
- 8.25 The combined contribution of the earlier applications would have resulted in 23 additional flats being constructed, with no increase in car parking in the District Centre. It is therefore considered reasonable, given the high sustainability of the location that the provision of four additional parking spaces for the development is acceptable, and accords with the Government's priority of promoting development in the most sustainable locations. Further, the relatively small size of the flats (one and two bedrooms) would likely result in residents having either none or a lower number of cars, and the existing capacity of the car park could be considered appropriate for the development proposal.
- 8.26 Hampshire County Council as the Highway Authority has raised no objection to the proposed works, subject to conditions securing the provision of bin and secure cycle storage.

**e) Ecology and impact on the Protected Sites**

- 8.27 The Solent is internationally important for its wildlife. Each winter it hosts over 90,000 waders and wildfowl including 10 percent of the global population of Brent Geese. These birds come for as far as Siberia to feed and roost before returning to their summer habitats to breed. There are also plants, habitats and other animals within The Solent which are of both national and international importance.
- 8.28 In light of their importance, areas within The Solent have been specifically designated under UK law. The site is located within 5.6km of The Solent, and therefore the development is likely to have a significant effect on the Protected

Sites around The Solent (Solent and Southampton Water Special Protection Area and Ramsar site, Portsmouth Harbour Special Protection Area and Ramsar site, Solent and Dorset Coast Special Protection Area, Chichester and Langstone Harbour Special Protection Area and Ramsar site, the Solent Maritime Special Areas of Conservation and the Solent and Isle of Wight Special Area of Conservation). Policy CS4 sets out the strategic approach to biodiversity in respect of sensitive sites and mitigation impacts on air quality. Policy DSP13 confirms the requirement to ensure that designated sites, sites of nature conservation value, protected and priority species populations and associated habitats are protected and where appropriate enhanced.

- 8.29 To fulfil the requirement under the Habitat Regulations, Officers have carried out an Appropriate Assessment in consider the likely significant effects on the Protected Sites around The Solent.
- 8.30 Regulation 63 of the Habitats and Species Regulations 2017 provides that planning permission can only be granted by a 'Competent Authority' if it can be shown that the proposed development will either not have a likely significant effect on the designated Protected Sites, or if it will have a likely significant effect, that effect can be mitigated so that it will not result in an adverse effect on the integrity of the designated Protected Sites. This is done following a process known as an Appropriate Assessment. The Competent Authority is responsible for carrying out this process, although they must consult with Natural England and have regard to their representations. The Competent Authority in this case is the Local Planning Authority.
- 8.31 The impact of increased recreational disturbance as a result of new residential developments has long been established, and the Council's adopted Solent Recreational Mitigation Strategy, in accordance with Policy DSP15 sets out how developers can mitigate the impact of their development on the likely significant effect on the Protected Sites.
- 8.32 Natural England has also highlighted that there is existing evidence of high levels of nitrogen and phosphorus in parts of The Solent with evidence of eutrophication. Natural England has further highlighted that increased levels of nitrates entering The Solent (because of increased amounts of wastewater from new dwellings) will have a likely significant effect upon the Protected Sites.
- 8.33 Natural England has further advised that the effects of emissions from increased traffic along roads within 200 metres of the Protected Sites also have the potential to cause a likely significant effect. The Council's Air Quality Habitat Regulations Assessment highlights that developments in the Borough would not, in combination with other plans and proposals, have a likely

significant effect on air quality on the Protected Sites up to 2023, subject to appropriate mitigation.

- 8.34 The Council has completed an Appropriate Assessment to assess the likely significant effects of the development on the Protected Sites. The key considerations for the Assessment of the likely significant effects are set out below.
- 8.35 Firstly, in respect of Recreational Disturbance, the development is within 5.6km of the Solent and Southampton Water SPA and is therefore considered to contribute towards an impact of the Protected Sites as a result of increased recreational disturbance in combination with other development around The Solent area. The applicant has acknowledged the need to make the appropriate financial contribution in accordance with the adopted Solent Recreational Mitigation Strategy, which would be secured via the Council's Section 111 agreement. This forms part of the recommendation to this application. Therefore, the Appropriate Assessment concludes that the proposals would not have an adverse effect on the integrity of the Protected Sites as a result of recreational disturbance in combination with other plans or projects.
- 8.36 Secondly, in respect of the impact of the development on water quality, a nitrogen budget has been calculated in accordance with Natural England's 'Advice on Achieving Nutrient Neutrality for New Development in the Solent Region' (June 2020) which confirms that the development will generate 18.339kg TN/year. Due to the uncertainty of the effect of the nitrogen from the development on the Protected Site, adopting a precautionary approach, and having regard to NE advice, the Council will need to be certain that the output will be effectively mitigated to ensure at least nitrogen neutrality before it can grant planning permission.
- 8.37 The applicant has entered into a contract (conditional on the grant of planning permission) to purchase 18.5kg of nitrate mitigation 'credits' from the Hampshire and Isle of Wight Wildlife Trust (HIWWT). Through the operation of a legal agreement between the HIWWT, Isle of Wight Council and Fareham Borough Council dated 30 September 2020, the purchase of the credits will result in a corresponding parcel of agricultural land at Little Duxmore Farm on the Isle of Wight being removed from intensive agricultural use, and therefore providing a corresponding reduction in nitrogen entering The Solent marine environment. A condition will be imposed to ensure that the development does not commence on site until confirmation of the purchase of the credits from the HIWWT has been received by the Council.

- 8.38 In addition to the above mitigation, and in order to ensure compliance with the Natural England methodology, a condition would be required to ensure the development can meet the Building Regulations optional requirement of a water consumption limit of 110 litres per person per day. With these mitigation measures secured, the Council as carried out an appropriate assessment and concluded that the proposed mitigation and condition will ensure no adverse effect on the integrity of the Protected Sites either alone or in combination with other plans or projects.
- 8.39 Natural England has been consulted on the Council's Appropriate Assessment, and they have raised no objection to the conclusions.
- 8.40 The proposal is therefore considered to accord with the Habitat Regulations and complies with policies CS4, DSP13, DSP15.

**f) Other Matters**

- 8.41 **Bin Storage** - Amended plans have been provided ensuring the bin storage area and number of bins accord with the requirements of the Council's Recycling Co-ordinator. The bin store would replace the existing bin store in the car park constructed to accommodate the 2007 planning permission. A tracking diagram has also been provided demonstrating that the Council's refuse vehicles would be able to manoeuvre in the car park and enter and exit in a forward gear.
- 8.42 The bin store would be subject to a condition to ensure it is constructed prior to the occupation of any of the proposed dwellings. No car parking spaces would be lost in the car park as a result of the provision of the bin store.
- 8.43 **Affordable Housing** – Under Policy CS18 of the Council's adopted Core Strategy, the Council requires the provision of affordable housing at 40% on a scheme of this scale. Policy CS18 also states that 'where development viability is an issue, developers will be expected to produce a financial assessment in which it is clearly demonstrated the maximum number of affordable dwellings which can be achieved on the site.' The planning application is accompanied by an Affordable Housing Viability Assessment which sets out that the scheme is not capable of providing any affordable housing.
- 8.44 The applicant's Affordable Housing Viability Assessment has been reviewed by the Council's appointed viability consultants. The Council's consultants have reviewed the prospective sales values for the intended flats, proposed build costs, together with other costings such as CIL, fees, marketing costs, legal fees, financing, profit, timing and land value. The Council's viability consultants disagree with some of the assumptions made by the applicant and

have substituted the applicant's assumptions with their own in these instances. Even with their substitutions however, the Council's viability consultants have confirmed that the development would not be viable were it to make either on-site provision or an off-site financial contribution towards affordable housing.

- 8.45 Officers consider that on this basis the proposal accords with Policy CS18 of the adopted Core Strategy.
- 8.46 **Flood Risk** – The whole of the pedestrianised Portchester District Centre is situated within the Environment Agency's Flood Zones 2 and 3. A high proportion of the car park on the northern side of the District Centre is also subject to Flood Zones 2 and 3, with the exception of the north-western corner of the car park.
- 8.47 Much of the proposed development will take place above existing structures. There will be limited structures at ground level (mostly those associated with storage and stairway access). The areas around the existing buildings are currently extensively hard-surfaced.
- 8.48 Members will be aware that a Vision entitled 'Putting the Village back into Portchester' was approved by the Executive in July 2017. The Vision identified a number of elements to be explored as part of a wider Portchester Village Centre Regeneration. The Vision referenced the importance of improving the visual appearance of the Centre and redevelopment to help deliver housing and commercial vibrancy. The proposed development would contribute to these objectives for the Centre.
- 8.49 The National Planning Policy Framework sets out the guidance for proposed development which lies within areas at risk of flooding. The initial approach is that new development should be steered to areas at a lower risk of flooding. Any development in areas at risk of flooding should be assessed by applying the sequential test, and then, if necessary, the exception test.
- 8.50 In this particular case the creation of the development above the existing building is part of broader proposals for the regeneration of the Portchester District Centre. The scheme, as a regeneration proposal is such that the extent of the sequential test consideration would be limited to the Portchester District Centre boundary. Given almost the entirety of the District Centre lies within Flood Zones 2 and 3 there is no other opportunity to provide additional residential accommodation in areas at a lower risk of flooding.

- 8.51 As set out in the Planning Practice Guidance under the Flood Risk sequential test, the development is a 'more vulnerable' proposal (residential) where it is necessary to undertake the exception test.
- 8.52 The exception test requires proposed development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it is safe for its lifetime without increasing flood risk elsewhere.
- 8.53 As a regeneration scheme it will provide sustainability benefits to the community through enhancing the visual appearance of the District Centre, introducing more residents to support local businesses and increasing natural surveillance of the Centre. Additionally, as a development over an existing structure it is set well above the height which would be affected by any flood water events. The scheme would not increase the risk of flooding elsewhere.
- 8.54 The Flood Risk Assessment concludes that the flood risk from tidal sources is considered to be low to moderate. All future occupiers would be connected to the Environment Agency's 24-hour flood warning service and have details of a flood evacuation plan. Other measures which would be incorporated into the development include:
- All sleeping accommodation set above the tidal flood level;
  - All plumbing insulation to be of a closed-cell design;
  - Non-return valves to be fitted to all drain and sewer outlets; and,
  - Anti-syphon fitted to all toilets.
- 8.55 The Environment Agency has been consulted on the Flood Risk Assessment and raises no objection subject to this Council satisfying itself in respect of the sequential test. For the reasons set out above, Officers are satisfied that both the sequential test and the exception test are passed, subject to a condition to ensure compliance with the measures set out within the submitted Flood Risk Assessment.

### **Summary**

- 8.56 The application proposal would see the provision of 26 much needed additional residential dwellings provided in the District Centre location, which would contribute significantly towards both enhancing the appearance of the existing terrace of shops and flats and would contribute towards the viability and vitality of the Centre by bringing more residents directly into the precinct.
- 8.57 The design and appearance of the building has been carefully articulated to ensure that despite the increased height, the overall massing and bulk of the

structure is appropriate in this location, and its architecture is reflective of other developments locally.

8.58 Whilst the scheme will only provide four additional car parking spaces, there are large car parks in close proximity, and the District Centre is very well served by public transport. The site furthermore has easy access to a wide range of services and facilities which would encourage future occupiers to use modes of transport other than the private car.

8.59 Officers are satisfied that the scheme complies with the Council's adopted planning policies and guidance and relevant National planning policies and guidance. Subject to the prior completion of a Section 111 agreement and the imposition of appropriate conditions, Officers recommend that the scheme should be permitted.

## **9.0 Recommendation**

9.1 GRANT OUTLINE PLANNING PERMISSION, subject to:

a) The prior completion of a Section 111 agreement to secure the payment of the Recreational Disturbance contribution; and,

b) the following Conditions:

1. Application for approval of details of the landscaping of the site (referred to as the 'reserved matters') shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be commenced in pursuance of this permission either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.  
REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.
2. The development hereby permitted shall be retained only in accordance with the following approved plans:
  - i) Proposed Floor Plans (Drawing: 8761-10-A);
  - ii) Proposed Floor Plans (Drawing: 8761-11-A);
  - iii) Front Elevation & Rear Section (Drawing: 8761-12);
  - iv) Rear Elevations & Perspectives (Drawing: 8761-13-A);
  - v) Side Elevations & Section's (Drawing: 8761-14-A);
  - vi) 3D Perspectives (Drawing: 8761-15); and,
  - vii) Indicative Perspectives (Drawing: 8761-16).

REASON: To avoid any doubt over what is permitted

3. No development hereby permitted shall proceed beyond damp proof course level until details (including samples where requested by the Local Planning Authority) of all proposed external facing (and hardsurfacing) materials have been submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development.

4. None of the development hereby approved shall be occupied until the proposed bin storage areas has been constructed in accordance with the submitted details on Drawing: 8761-10-A. The bin storage areas shall be constructed in accordance with the approved details and shall subsequently be retained for bin storage at all times.

REASON: To ensure that the character and appearance of the development and the locality are not harmed.

5. None of the dwellings hereby permitted shall be first occupied until the bicycle storage relating to them, as shown on the approved plan, has been constructed and made available. This storage shall thereafter be retained and kept available at all times.

REASON: To encourage cycling as an alternative mode of transport.

6. No dwelling, hereby approved, shall be first occupied until the four additional car parking spaces are provided on site and made available for use in accordance with the approved plan. Those spaces shall thereafter be kept available for the parking of vehicles at all times.

REASON: In the interests of highway safety.

7. None of the residential units hereby permitted shall be occupied until details of water efficiency measures to be installed in each dwelling have been submitted to and approved in writing by the Local Planning Authority. These water efficiency measures should be designed to ensure potable water consumption does not exceed an average of 110 litres per person per day. The development shall be carried out in accordance with the approved details.

REASON: In the interests of preserving water quality and resources.

8. The development hereby permitted shall not commence unless the Council has received the Notice of Purchase in accordance with the legal agreement between FBC, IWC and HIWWT dated 30 September 2020 in respect of the Credits Linked Land identified in the Nitrates Mitigation Proposals Pack.

REASON: To demonstrate that suitable mitigation has been secured in relation to the effect that nitrates from the development has on the Protected Sites around The Solent.

9. The development hereby approved shall be carried out in full accordance with the recommendations set out in paragraph 7.3 of the Ambient Environmental Assessment, Flood Risk Assessment 4813 submitted as part of the application. None of the development hereby approved shall be first occupied until the measures recommended by the approved FRA have been fully implemented. These measures shall be subsequently be retained at all times.

REASON: To ensure that the protection of the development against flooding.

10. No work on site relating to the construction of any of the development hereby permitted (Including works of demolition or preparation prior to operations) shall take place before the hours of 0800 or after 1800 Monday to Friday, before the hours of 0800 or after 1300 Saturdays or at all on Sundays or recognised bank and public holidays, unless otherwise first agreed in writing with the Local Planning Authority.

REASON: To protect the occupiers of nearby residential properties against noise and disturbance during the construction period.

11. No development shall commence on site until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority (LPA). The Construction Management Plan shall address the following matters:

a) How provision is to be made on site for the parking and turning of operatives'/contractors'/sub-contractors' vehicles and/or construction vehicles;

b) the measures the developer will be implementing to ensure that operatives'/contractors'/sub-contractors' vehicles and/or construction vehicles are parked within the planning application site;

c) the measures for cleaning the wheels and underside of all vehicles leaving the site;

d) a scheme for the suppression of any dust arising during construction or clearance works;

e) the measures for cleaning West Street and Jubilee Road to ensure that they are kept clear of any mud or other debris falling from construction vehicles, and

f) the areas to be used for the storage of building materials, plant, excavated materials and huts associated with the implementation of the approved development.

The development shall be carried out in accordance with the approved CMP and areas identified in the approved CMP for specified purposes shall thereafter be kept available for those uses at all times during the construction period, unless otherwise agreed in writing with the LPA. No construction vehicles shall leave the site unless the measures for cleaning the wheels and underside of construction vehicles are in place and operational, and the wheels and undersides of vehicles have been cleaned.

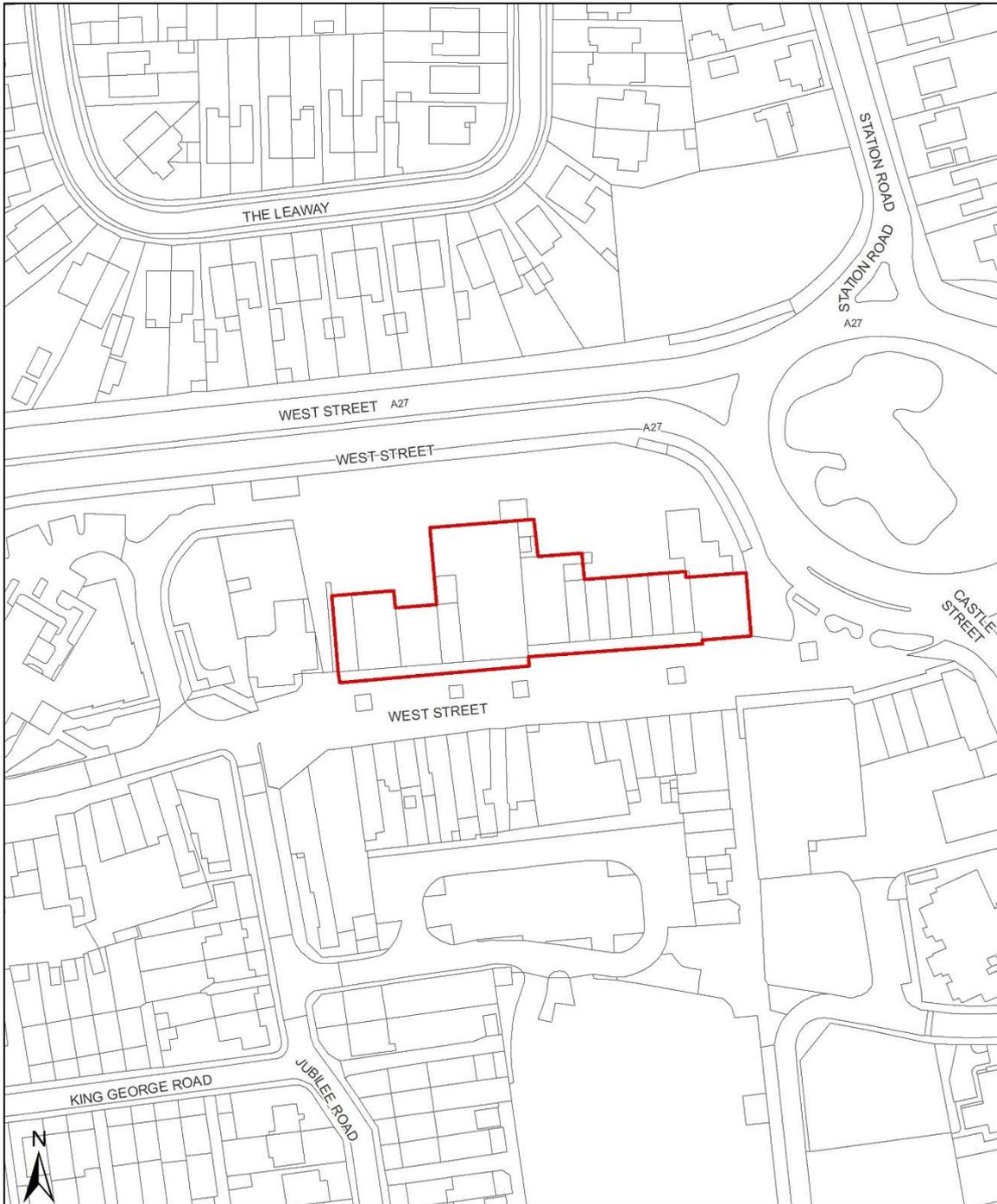
REASON: In the interests of highway safety and to ensure that the occupiers of nearby residential properties are not subjected to unacceptable noise and disturbance during the construction period. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid the potential impacts described above.

## **10.0 Background Papers**

P/19/1040/OA

# FAREHAM

BOROUGH COUNCIL



1-33 West Street, Portchester

Scale 1:1,250

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